crew requirement for all regular flights is being followed by SAIL/Bokaro Steel Plant;

(b) if not, the reasons therefor;

(c) whether the SAIL/Bokaro aircraft had flown the Minister of Steel with a single pilot inspite of availability of qualified pilot in SAIL aviation; and

(d) whether any action has been taken against SAIL for violating the rules?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Yes, Sir. Circular No. 5-16/93-R&D Section 'A' Part I dated 29.3.94 was issued by DGCA on the subject of minimum flight crew requirements. However, these requirements have now to be read along with fresh instructions issued by DGCA vide Circular No. 5-16/93-R&D dated 18.10.95 wherein it has only been recommended to have a crew of two pilots for VIP flights.

(c) and (d) In the past, the Steel Authority of India (SAIL) had operated VIP flights with a single pilot. However, in view of the fresh instructions no such case has been reported.

Declaring Srinagar Airport as an International Airport to boost tourism in Jammu and Kashmir

3993. SHRI SHARIEF-UD-DIN SHARIQ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Governments will consider the old demand of the people and the Government of Jammu and Kashmir State to declare the Srinagar Airport as an International Airport to boost the tourism and the tourist activities in the State where the tourist industry has almost collapsed; and

(b) if so, how much time it would take?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Srinagar Airport belongs to Defence authorities. Clearance/approval of that Ministry has been sought for developing facilities to international standards so that international operations could be started from Srinagar Airport. No time limit can be indicated at this stage for upgrading the facilities at Srinagar to international stardards.

Land Provided on Lease at Lesser Rates by AAI's Officers

3994. SHRI SOM PAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the newsitem published in the Indian Express of 6th February, 1997 to the effect that five senior officers of Airports Authority of India offered the precious land of Juhu, Bombay, to an industrialist on lease at lower rate than the market rate, is correct;

(b) if so, the details of the measurement and the market rate of this land; and

(c) what has been the role of these officers in this episode and what action has been taken by Government to investigate the matter and to take action against these senior officers; if not, the reasons thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) to (c) The case is under examination of the Government.

Separate Corridors for inbound and outbound Air Traffic

3995. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) after the collision of the Saudi Air and Kazakhistan aircarft whether the DGCA had established separate corridors for inbound and outbound traffic; and

(b) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Establishment of unidirectional corridors is a part of the process for modernisation of Air Traffic Services at Delhi airport and is expected to be operational with the commissioning of the project.

(b) Does not arise.

Canada's Offer on Kanishka Crash

3996. SHRI K.R. MALKANI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Canada has offered tone million for information on the 'Kanishka' crash as reported in Times of India on 30th November, 1996; and

(b) if so, what is the latest information with Government on this subject?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) The matter is still under investigation of the Canadian Police authorities.

Dismal Performance of Air India

3997. DR. ALLADI P. RAJKUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a steady fall in Air India's share in International Traffic from and to India while other Airlines improved their position;

(b) the reasons for dismal performance of Air India; and

(c) the steps taken for boosting growth of Air India?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) While the number of passengers carried by Air India has not declined, its market share has come down from 24.5% in 1990 to 23.1% in 1995, as the airlines has not been able to grow at the same rate as the international traffic.

(c) To increase its market share, Air India is taking steps to augment capacity, intensify marketing efforts and to improve its product, image and on the performance.

वड़ोदरा विमानपत्तन का नाम बदल कर "श्रीमंत संभाजी राव गायकवाड़" विमानपत्तन रखा जाना

3998. **श्री गोपाल सिंह जी० खोसेयी:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या जनता और वड़ोदरा के जन-प्रतिनिधियों ने वड़ोदरा विमानपत्तन का नाम बदल कर "श्रीमंत संभाजी राव गायकवाड़" विमानपत्तन रखने की मांग की है; और

(ख) यदि हां, तो इस संबंध में सरकार की क्या प्रतिक्रिया है?

नागर विमानन मंत्री (श्री सी० एम० इब्राहिम): (क) जी, हां।

(ख) इस समय वड़ोदरा हवाई अड्डे का नाम बदलने का कोई प्रस्ताव नहीं है।

Foreign Equity Participation under the New Civil Aviation Policy

3999. DR. D. VENKATESWAR RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether ASEAN region and other countries of the world allow foreign equity participation in their airlines; and

(b) if so, the reasons for objections in this regrad by Indian Government under its new aviation policy?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) and (b) The policy on foreign equity participation in the domestic air transport sector varies from country to country. Some countries allow foreign equity participation to some extent in their domestic airlines with certain conditions.

In accordance with the new policy on NRI-OCB and foreign equity